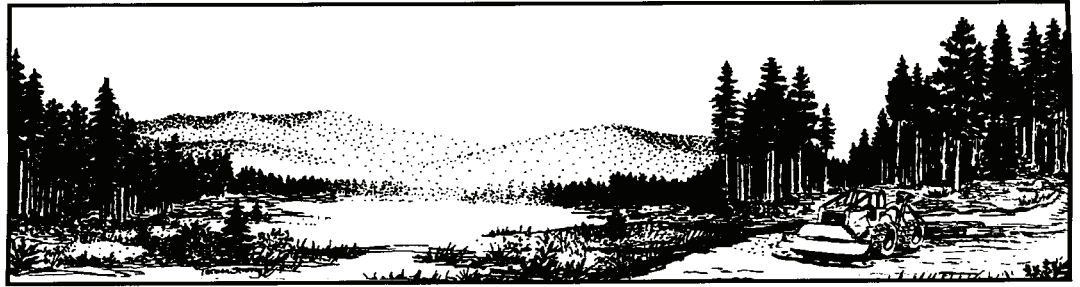


Volume 17 Number 4
December 2006



Idaho Logging Safety News

Published quarterly in the interest of logging safety by the
Division of Building Safety, Logging Safety Bureau

James E. Risch, Governor
John McAllister, Administrator
Suzy Kludt, Editor

STAY THE HECK OUT OF THE WAY!!!

By Cliff Osborne

It seems like no matter how much the safety geeks harp about truck drivers staying in their **safety zone**, they still have to venture out in the **danger zone** for some unknown reason. Recently I drove upon a logging job where trucks were being loaded. The hoister unloaded the trailer of this particular truck and the driver got everything hooked up. When the truck was about half way loaded, I noticed the driver back beside the load pounding on his front bunk pin. He got the pin out and walked back beside the bark box. At that instant, a log broke in two just as the hoister was swinging over the partially loaded truck. The log hit the ground where the driver had been standing an instant before, leaving a hole in the ground about a foot deep. I don't think this is standard procedure.



The next time you truck drivers get a chance and your truck is about 3/4 loaded, crawl up in the cab of the log loader and take a look around. View the area where you stand to take out the bunk pin, lay out your wrappers or paint load numbers. I think you will find that not only are those areas impossible to see from the hoisters seat but are also the areas where the heavy stuff lands when things go wrong!

Loggers have a tendency that when they see work that needs to be done, they dive right in and do it. Most of the time this is a good thing and is what separates hard working loggers from other folks. But, in some cases a person needs just to stand back and wait until everything comes to a stop, then go ahead and finish the work. Keep doing a good job, Log Safe and GET HOME TO YOUR FAMILIES!

WHAT'S BEEN HAPPENING???

By Galen Hamilton

I guess I don't have to tell you loggers the weather has been having quite an effect on which direction the man wagon goes every morning. In the last little while we have gone from a somewhat dry fall with the cats and skidders making dust to an incredible amount of rain where it left just the line machines working to very severe, wet, windy and snowy weather that left most loggers with only one thing left to do——GO FISH-ING.

I have an idea that the heavy winds that hit throughout the state in November left a considerable amount of "blow down" for you loggers to work up for the next year or so as you move onto new jobs. As Monte mentioned in last quarters newsletter, logging blow down is quite a bit different than some of us are used to. If you have a fellow on the crew with limited experience in this area, spend some extra time pointing out the added dangers.

We have had a few serious accidents this fall. In just about all of these, the logging crews have done an exceptional job taking care of the victim. On one very serious accident, because the crew had communication, job location and were trained in emergency rescue, a severely hurt logger was packed out of a yarder strip, loaded on a helicopter and landed at the hospital within about an hour and half from the time of the accident. How important was this? The doctor said that because they were able to start working on the hurt logger that quickly, it most likely saved his life. It don't get much better than that boys!

We did have two more logging fatalities early this fall. I am sitting here trying to think of some "words of wisdom" to pass along, but I am drawing a blank. It is so easy to have 20/20 hindsight and say "don't do that", but when it comes to fatalities that just sounds a little chicken. Logging is a great industry, but horribly unforgiving.

On a lighter note, the boys have been wandering around with their movie cameras getting shots of future stars and starlets for the upcoming first-aid videos. The only thing that worries us is one of you loggers getting hurt trying to push your way to the front of the line to get in one of the films. Maybe next year we will take a couple of bus loads of loggers to Hollywood to do the movies. I can see the loggers from Ashton, New Meadows, Avery, Pierce and Bonners Ferry fitting in just fine! What could go wrong???

IDAHO LOGGING SAFETY ADVISORS

Monte Biggers (208) 365-4769

Cliff Osborne (208) 875-0690

Don Hull (208) 667-8646

Galen Hamilton (208) 935-0401

ACCIDENT

A timber faller received a vicious gash to the side of his face when he was struck by a dead limb. He fell a tree along side of a big Doug fir, brushing it on its way down. The large branch, which he obviously did not see, came flipping back toward him. It whacked him a good one on the side of his hard hat, then tore its way down the side of his face, requiring numerous stitches to get his good looks back.

This faller now highly recommends to get behind something if you can and take one extra second looking up to see if anything is flying your way.

ACCIDENT

A timber faller received a broken jaw when he failed to cut some vine maple down before falling timber across a hillside.

When he was limbing up the large cedar he fell, he started to saw a “loaded” vine maple which sprung up and smashed his face. He was lucky it didn’t throw his power saw into his face also, which has happened in the past.



WINTER TIME MEMOIRS

By Monte Biggers

Some loggers have been sharing their wisdom with me lately concerning this time of year, and I thought I would pass it along.

—One logger thought he would weld some ice grousers on BEFORE he slid over the bank this year, instead of after.

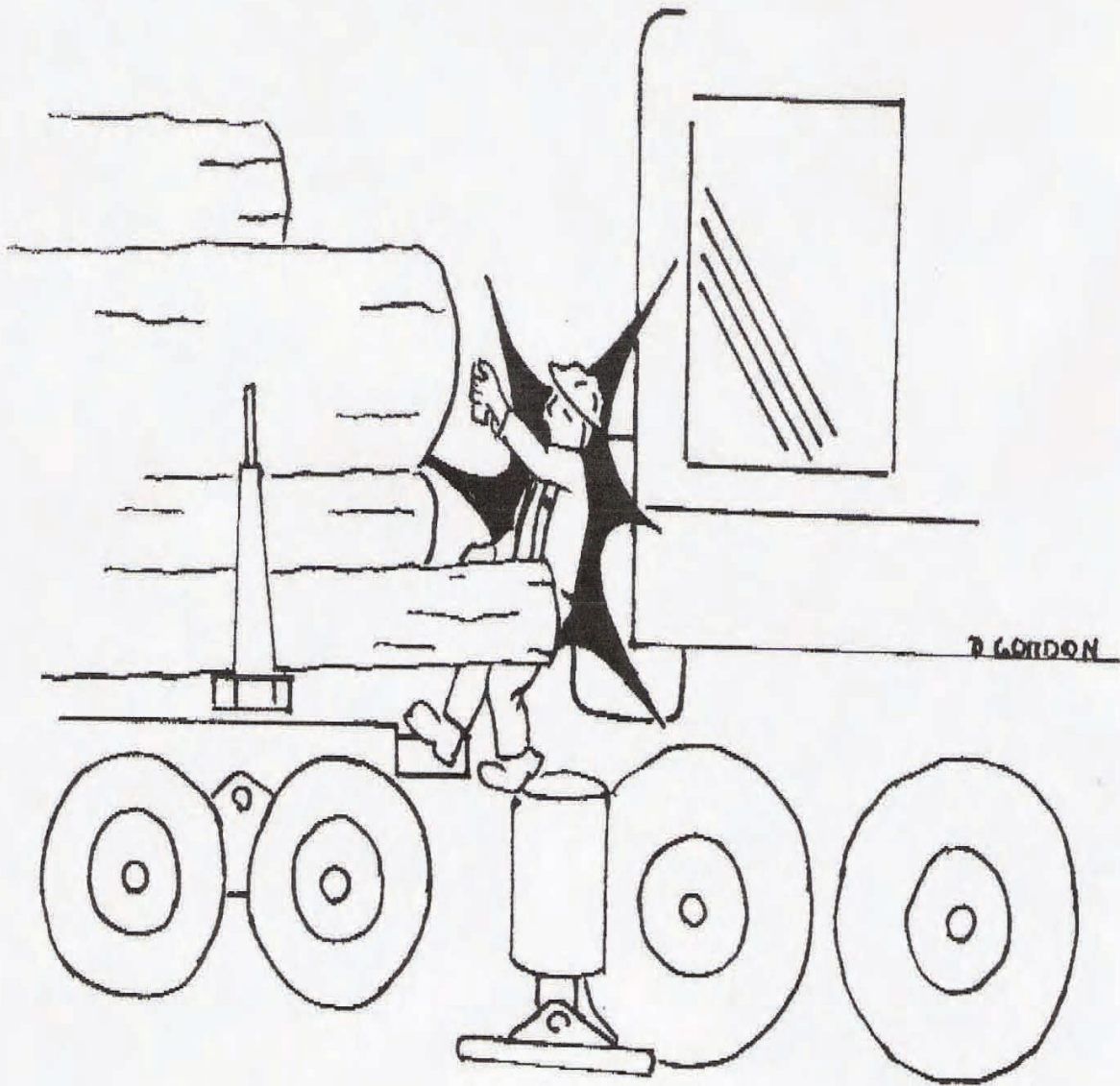
—Another logger announced he was going to take a closer look at his pad bolts and rails on the cat he operates. It seems last year he didn’t notice the bolts getting loose until after the “alligator” link came apart allowing him to drive clear out of the track. He said that sliding off the slick hill with only one track was fun, but nothing compared to trying to get that track back on in several feet of snow.

—A log truck driver mentioned that this winter he was going to service his air dryer and antifreeze his trailer a little earlier than last year. He made that promise to himself last winter as he was taking a hairy ride off of a very steep pitch coming out of a logging job.

—One veteran truck driver thought chaining up was an issue every winter. He pointed out that a lot of drivers don’t put enough chains on. “Nobody wants to be considered a “chicken”, but what works for one truck may not work for another.” His point was that all trucks handle differently and road conditions change quickly in the winter. The one statement he has heard many times over the years coming upon a crash or a truck that is stuck is, “SO AND SO MADE IT WITH ONE SET ON”.

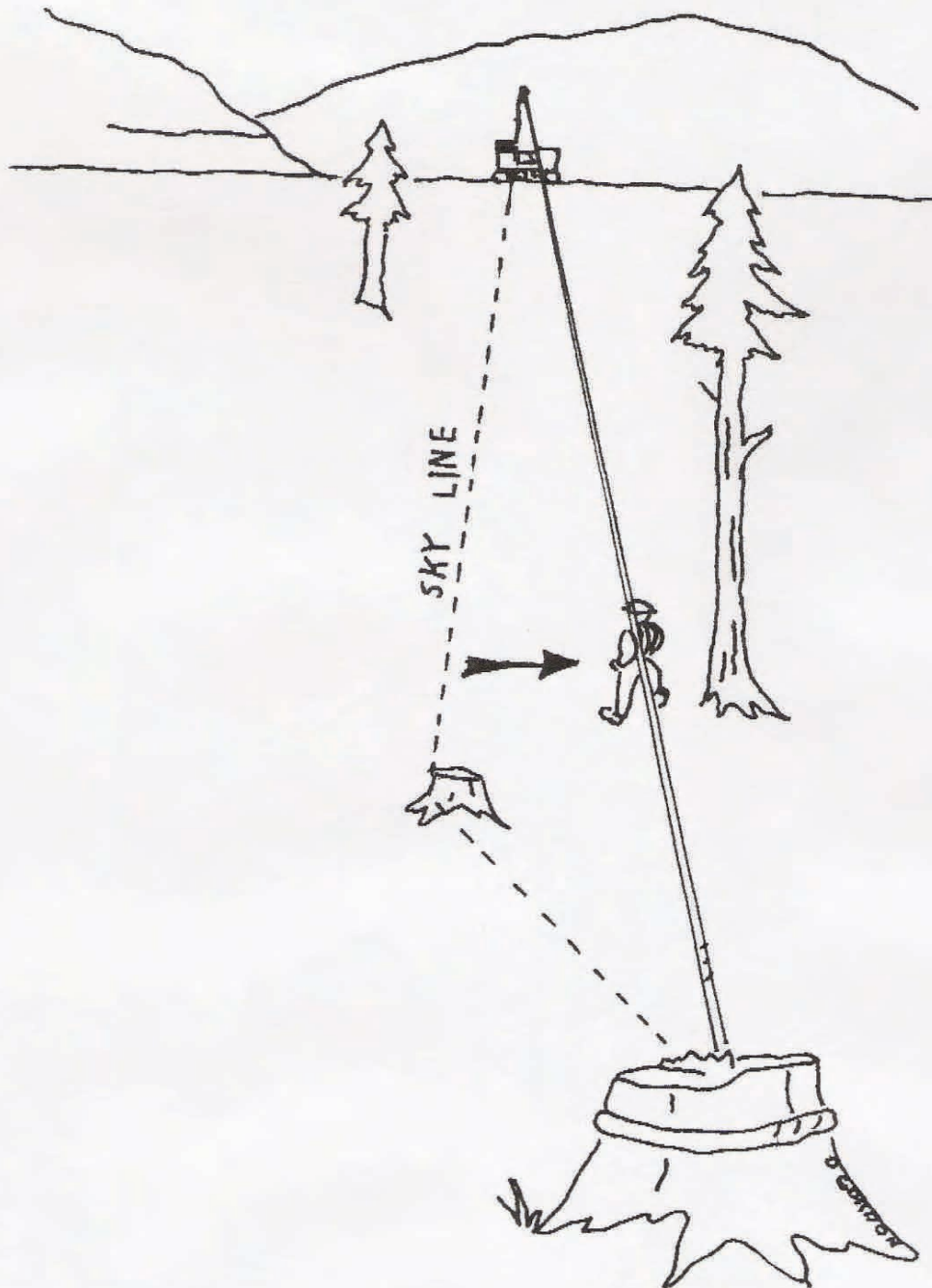
—The best winter time memory I heard lately was the fellow coming upon a truck that was tipped upside down over the bank. The driver, luckily unhurt, was trying to put the tire chains on the upside down truck. When asked what he was doing that for NOW, the driver said that if the owner of the truck showed up and he didn’t have chains on, he was going to be in BIG TROUBLE!!!

Fatality #3



A truck driver was fatally injured when he apparently crawled up on the back of the log loader to help another trucker brand and paint logs. The driver had come back to the woods, parked his empty truck and walked up to help out. The logger operating the loader didn't know the fellow was anywhere around. When he swung the machine, it pinned the truck driver between the counter weight and the back of the load.

Fatality #4



A man working on a yarder crew was fatally injured when he was struck by the skyline. After they attempted to raise the line on a new set, they realized the line was on the wrong side of a few trees. The line was lowered and one of the crew fell the trees. The victim, who was carrying the radio, gave the signal to tighten the skyline. When it was raised, the line slipped over the stumps flying into the logger.

RAY DAY JR. LOGGING



Jr. Day logs mainly for Potlatch Corps Deary division. He runs several cut to length operations and a line side. The excavator works well with the cut to length sides, skidding the draws and steeper ground which is the safest way to go.

Jr. Day's line crew are (l to r) Kurt McGreal, operator, Micheal Knott and Steve Grif-fin. Micheal and Steve trade off the sawing and hooking chores, each one hooking the strip that they fell. This not only breaks up the boredom but when the hooker gets mad at the way the timber is fell, he doesn't have far to go to yell at the faller.



Jr. Day's line machine is a large excavator with 98 Link-Belt drums and power plant mounted on top of the machine. The bucket of the excavator is placed on the ground and this secures the machine. You are now not relying on guy lines and the counter weight to hold the machine on the road. There are limits, as with all equipment, but this experienced crew respects that and gets the job done productively and safe.



DANG GOOD
JOB RAY JR.
AND CREW!

A VERY LOUD NEAR MISS

By Monte Biggers



A mechanic fired up his trailer mounted compressor and was preparing to work on a truck that had broken down, when the compressor's auxiliary air tank exploded! Since the tank was mounted under the trailer the mechanic was shielded from the blast. Besides a temporary elevated heart rate, he was luckily unharmed. The mechanic said the compressor had not reached "cut out" pressure yet, but thought it was close to 120 psi when the tank failed.

The tank showed a small amount of rust on the outside but quite a bit of deterioration on the inside. Even when tanks are drained regularly, moisture remains, eventually causing weakness.

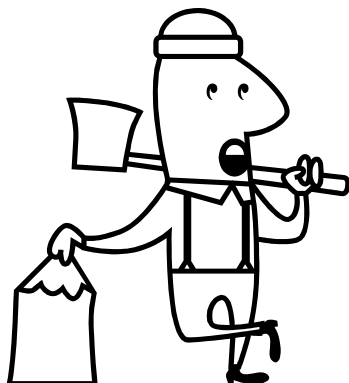
We concluded that it may be a good idea to closely inspect your air tanks and have them recertified when the dates suggest.

A COUPLE OF OTHER NEAR MISSES (MAYBE NOT AS LOUD BUT JUST AS SCARY)

NEAR MISS 2

A cat skinner narrowly escaped serious injury when he was hooking up a drag of tree lengths and the brake lock popped loose on the tractor he was working behind.

The logger saw the tractor coming at him and grabbed onto the arch, riding along until the machine stopped when it ran up against a stump!



NEAR MISS 3

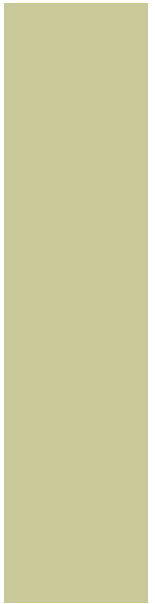
A logging truck driver was nearly struck by a log flipped up by the loader. The loader was loading stroker logs laying parallel to the road. He reached into the deck and hoisted up a long log causing a shorty, which was perched on the end of the long log, to fly up in the air. The short log bounced off the truck stake coming to rest where the driver had been standing. The truck driver had been watching and was able to move out of the way just in time.

The driver said that whenever he was being loaded and was out of the cab of his truck, it was his habit to always pay attention to what the loader operator was doing and try not to turn his back to the action.

(We add these NEAR MISSES we hear about just to try and keep you loggers thinking. Remember, a NEAR MISS is just a few inches from a serious accident, or worse. Pass these along to the other members of the logging crew you are working with. Thanks)

Idaho Logging Safety News
Division of Building Safety
1090 Watertower St.
Meridian, Idaho 83642

PRST-STD
U.S. POSTAGE PAID
PERMIT NO 1
BOISE ID



The Idaho Logging Safety News

Is published quarterly by the Logging Safety Bureau and is prepared by the
Division of Building Safety.

It is mailed to all logging companies in Idaho.

We welcome your comments and suggestions.

Call (208) 334-3950 or write:

Idaho Logging Safety News, Logging Safety Bureau,

1090 Water tower St.

Meridian, Idaho 83642

dbs.idaho.gov